Vehicle Type	Range of Two-Way Flow Rates (pc/h)	Range of Directional Flow Rates (pc/h)	Type of Terrain: Level	Type of Terrain: Rolling
Trucks, E_T	0-600	0-300	1.7	2.5
	> 600-1200	>300-600	1.2	1.9
	> 1200	> 600	1.1	1.5
RVs, E_R	0-600	0-300	1.0	1.1
	> 600-1200	>300-600	1.0	1.1
	> 1200	> 600	1.0	1.1

Table A28. Passenger-Car Equivalents for Trucks and RVs to Determine Speeds on Two-Way and Directional Segments (HCM Exhibit 20-9)

Vehicle Type	Range of Two-Way Flow Rates (pc/h)	Range of Directional Flow Rates (pc/h)	Type of Terrain: Level	Type of Terrain: Rolling
Trucks, E_T	0-600	0-300	1.1	1.8
	> 600-1200	>300-600	1.1	1.5
	> 1200	> 600	1.0	1.0
RVs, E_R	0-600	0-300	1.0	1.0
	> 600-1200	>300-600	1.0	1.0
	> 1200	> 600	1.0	1.0

Table A29. Passenger-Car Equivalents for Trucks and RVs to Determine Percent Time-Spent-Following on Two-Way and Directional Segments (HCM Exhibit 20-10)

In Tables A28 and A29, short grades of no more than 1 or 2 percent should be classified as level terrain, while rolling terrain includes grades of no more than 4 percent for short and medium lengths. Segments with grades of more than 4 percent for a substantial length should be analyzed using the specific grade procedure for directional segments.

Tables A26 through A29 require the use of flow rates in passenger cars per hour; however, this flow rate is not known until computation of HCM Equation 20-3. As a result, an iterative approach is required to find the factors in these exhibits.

The first measure of effectiveness, *average travel speed*, can be found using FFS, the demand flow rate, and an adjustment factor for the percentage of no-passing zones, as